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COUNTRY Germany (Soviet Zone) REPORT NO.

TOPIC Construction at Neuruppin and Wernenchen Airfields

EVALUATION PLACE OBTAINED

DATE OF CONTENT

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. In August 1951, a Soviet office in Werder, located between the local railroad station and the airfield, was in charge of construction at all the airfields in the Soviet Zone of Germany. The office was headed by Colonel O.A. Postnikov and his deputy was Lieutenant Colonel Zukhorukov (fnu). Chief of the Projects Department was Major Strelzov (fnu), and his deputy was Captain Olainik (fnu). The office delegated one field grade officer to function as supervisor of the construction at each field. The officer was assigned a Soviet detachment with about 100 specialists and was responsible for the construction at the field. The Soviet detail was in charge of leveling, surveying, and drainage. The construction staff of the Bauunion firm also worked under the Soviet officer. *

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2. The runway of Neuruppin airfield branches off at about 45° angle from Wittstocker Allee and begins at a point 220 meters away from this allee. Construction work at Neuruppin was difficult because of the swampy subsoil at the field. The peat was so thick that it appeared inadvisable to remove it. For this reason there was great stress for a good drainage system under the runway and at its ends. At points 200 and 400, two drainage systems, consisting of concreted socket pipes with an inside diameter of 17 cm, were laid at a depth of 2.5 meters. These drainage systems also collected the rain from gullies. A close network of clay pipes was laid between points 900 and 1,700. Another drainage pipe extended from point 1,700. The bunkers at the old field were removed. The asphalt apron, approximately 120,000 square meters and near the airfield administration building, was covered with a new layer of bitumen and reconditioned. The ditch running along the airfield boundaries was joined to the drainage system and collected all rain water. The ditch at the lower end of the runway was deepened so that it would collect all the rain water there. In spite of all these measures, this portion of the field has remained so wet that it cannot be used during the spring or fall. The runway, which was 2,000 meters long and was provided with an apron 110 meters wide at each end, was 62 meters wide and covered by concrete slabs 5 meters square. The joints between the slabs were filled with asphalt. Trial take-offs made in November 1950



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showed that these joints were too wide. Therefore, it was decided to make them narrower on future runways. The concrete slabs of the runway at Neuruppin airfield were 20 cm thick because of the swampy subsoil. At other fields, they were only 15 cm thick. The slabs at Neuruppin were designed for a pressure of 250 kg per square meter and rest upon a layer of gravel 15 cm thick. The runway is inclined toward the side of the drainage system at a rate of 1:2,000.

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3. the runways at Perleberg and Briesen airfields were built exactly the same as the one in Werneuchen.

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in late March 1951, plans for the improvement of airfields were being made. The locations of these fields was not known. **

* Comments. Colonel Postnikov is chief of the central constructions office in Werder which supervises the improvement of all airfields in the Soviet Zone of Germany.

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** Comment. Work on the construction of a runway has not been started at Perleberg although the improvement of this field appears to be planned.

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